TEMC SHOP TALK

A Transportation Newsletter Presented by The Transportation Equipment Management Center, Atlantic Division, Naval Facilities Engineering Command

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Winter 2003

2002 NAVY TRANSPORTATION CONFERENCE
Trains, Cranes, and Automobiles

(By Becky Fraley – PACDIV TEMC)

This year's Transportation Conference was hosted by the *LANTDIV TEMC* and was held at the Marriott Hotel in downtown Kansas City, Missouri. All who attended will attest to the fact that the state was appropriately nicknamed "Misery". With a sweltering heat wave and lots of great Kansas City jazz to greet us, we really did have one *hot* conference for our attendees!

Speaking of *hot*, **Barry Shpil** from *NAVFAC* Headquarters performed the Master of Ceremonies duties and kept the crowd entertained between speakers and during breaks, surprising many of us with his hidden talent for delivering a punch line. He also gave a brief update on "License Plates", which basically informed everyone that we are currently getting our plates through Amerimac/Unicor and only approved contacts, who are provided by the Navy, can order the license plates.

INSIDE

Following *hot* on his heels (get the idea; it was ***hot*** in Kansas City!) was **Gary Lind**, also from *NAVFAC* Headquarters. Gary shared *NAVFAC's* outlook regarding current and upcoming transportation issues and initiatives that will impact Navy activities. One main point he stressed was the FAST reporting requirements and the accuracy of the input from the activity level. This was also stressed during a portion of the FEDFLEET Conference, which followed after the Navy's conference.

There was a very informative presentation from **Dave Cook** of the *Naval Facilities Engineering Service Center* (NFESC) on "Alternative Fuel Vehicles" and related issues that our Navy activities are facing in meeting the requirements of the Executive Order 13149 and Energy Policy Act of 1992. His main focus was to ensure that all activities are aware of their mandated participation in acquiring alternative-fueled vehicles whenever and wherever possible, in order for the Department of Defense to meet their required goals.

For all those smaller activities out there, you weren't forgotten! **Bruce Miller**, from *Naval Health Care New England* (last year's winner of the Small Fleet Manager of the Year award) gave a presentation on, "What it Means to be a Small Fleet Manager", and judging from his presentation, you basically do everything a large fleet manager does, but with less vehicles. You still have to manage IOs, maintain physical vehicle inventories, respond to the endless data calls, and complete the same reporting requirements. Don't think your efforts go unappreciated just because you are a small fleet manager; we still need you to do your part, and you are critical to the Navy's success.

As done last year, and back by popular demand (per your critique sheets), there were the breakout sessions for the FAST report and also the Navy Crane Center. **Laurie Wilson** from *PACDIV TEMC* and **David Allen** from *LANTDIV TEMC*, conducted the FAST session with an update on upcoming changes to the report for this next reporting cycle. They also briefed the activities about how and where to gather the data needed for the report, again stressing the importance of accuracy. Conducting the other breakout session for crane issues were **Mike Buoncristiano** and **John Hancher** of the *Navy*

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DIRECTOR'S CORNER

NEWS AND VIEWS

(A report from the TEMC Director, Lisa Bernier)

A huge thanks to all who attended our conference, Cranes, Trains, and Automobiles, this year. We had another good turnout, and the feedback was extremely positive! For those of you who were not able to attend, the presentations made at our Navy conference are available on our TEMC website (www.lantdiv.nafvac.navy.mil, select TEMC from the Base Operations business line). We are also preparing CDs to send out to all attendees and as requested. Presentations and photos from GSA's FEDFLEET conference are also available online at www.fedfleet.org. Please see the enclosed article for some of the highlights of both our conference and GSA's FEDFLEET conference. One of the main events at both the Navy conference and FEDFLEET is the announcement of fleet managers of the year. Congratulations to **CM1 Ed Lechleitner**, our small fleet manager of the year; to **Orlando Rivera**, our medium fleet manager of the year; and to **Bill Drennan**, large fleet manager of the year. Special recognition goes to **Gary Gable**, our medium fleet manager of the year last year, who won recognition this year as GSA's federal fleet manager of the year for small size fleets. Way to go, Gary! That makes three out of the four years of awards that a Navy representative has been selected as one of GSA's federal fleet managers of the year. That speaks volumes about the quality and caliber of our fleet managers – something all of us can be proud of. Please see more about each of these recipients in an article later in the newsletter.

Data Calls…and More Data Calls

We concluded the second annual Base Support Vehicles and Equipment (BSVE) data call in August. Yes, this is now an annual requirement….so don't be surprised when it comes out again next August! Actually, you should start preparing for it now so that it's not such a huge effort. The same data will be requested, in the same format, for FY-02. I suggest building a spreadsheet that you can add to throughout the year, so that by the time August 2003 rolls around, data collection won't be such a significant effort for you and your staff. For those of you that think all your effort is for naught, we actually received an additional $2 million for fire truck procurement as a direct result of last year's data call. Small progress, indeed, but $2 million we would not have otherwise received. Please continue your efforts, because some day (soon??) it may pay off big!

Speaking of data calls, the FAST data call was completed in November. Again, this is now an annual event, and should come as no surprise to anyone. While we seem to be inundated with data calls, we have eliminated some reporting requirements. You are no longer required to produce a TEMES or TCR, you no longer have to complete the leased vehicle report, nor the Lease Agreement Summary. And the data you submit in today's data calls is available for you to see and compare with others – unlike the old report submissions that, once submitted, you never saw the data again. The statistical data available from all federal fleet FAST submissions are available at GSA's Policy Works web page. You can access this through the TEMC website by selecting the GSA tab, selecting "Policyworks" then "Federal Fleet Report". Data submitted from your Navy counterparts in the BSVE data call is available at www.efdlant.navfac.navy.mil/bsve/bsve_report_navy.asp.

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CONFERENCE

Crane Center. They gave a brief presentation to update attendees with new and changing requirements for Weight Handling Programs and then opened up the floor for questions.

Of course, the most anticipated event was the presentation of the Fleet Manager of the Year Awards. This year's awards went to **Edward J. Lechleitner** of *Afloat Training Group Mayport*; **Orlando Rivera** of *Naval Weapon Station Earle*; and **Bill Drennen** of *PWC Yokosuka*. The awards presented to these men are for the 2002 Fleet Managers in Small, Medium, and Large fleets, respectively. Unfortunately, **Bill Drennen** was not able to attend the conference, so we spent his award money buying a round at the bar for all the conference attendees (just kidding Bill, the check is in the mail!). Sincere congratulations to all of you for a job well done!!

Speaking of awards, **Gary Gabel**, one of our winners from last year (Medium Fleet) was selected as the 2002 FEDFLEET Manager of the Year! This is the third award for the Navy out of the five years the award has been presented. We always knew the Navy had some of the best fleet managers; this just confirms it. Way to go, Gary!!

Last, but not least, was the Ice Breaker Social held at Tanner's after the conference. This was a perfect ending to a great conference and allowed everyone to quench their thirst, indulge their taste buds with some good Kansas City munchies, and catch up with old friends (and hopefully made some new ones). A good time was had by all, and if you don't believe me, just ask anyone who attended!!

HEAVY EQUIPMENT CONTRACT AWARDED

A national contract for heavy equipment rental is again available through Hertz Equipment Rental Corp. PACDIV recently awarded the contract. The entire contract is available on our website. This contract provides Department of the Navy and/or other Federal Governmental Agencies located within the 48 contiguous states of the U.S. with an efficient and responsive means to obtain construction type equipment to meet short term agency requirements for, including but not limited to, unanticipated surges, contingencies, disaster recovery, seasonal use, etc. Under contingency conditions the contract also contains a provision for use outside of CONUS.

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NEWS AND VIEWS

Dollars and CESE

We've had a significant number of instances just within this past month where people are questioning the kinds of funds that can be used to buy CESE. It's a mystery to us why this has become such a popular topic lately, but the policy has not changed – and in fact has been articulated very succinctly by FMB as late as February of last year. In a memorandum dated February 2002, FMB states, "All CESE equipment is centrally managed by the Naval Facilities Engineering Command (NAVFACENGCOM). In accordance with DoD FMR Vol 2a, para. 010201.D.2, centrally managed equipment should be financed with investment funds. As long as CESE is a centrally managed program, funding for the procurement of CESE, regardless of the method of procurement, from a source of funds other than NAVFACENGCOM Other Procurement, Navy (OPN) Budget Activity 5, constitutes a purpose statute violation, and could cause a potential Antideficiency Act violation. If you have Navy funds you would like to use for the purchasing of CESE requirements, either directly or through a capital lease arrangement, then you should coordinate with NAVFACENGCOM the realignment of those funds to the centrally managed OPN account." In further correspondence, FMB excluded NWCFs from this guidance. Any other Navy funds (e.g. SIOH, Forestry Service proceeds, etc.) can only be used to procure CESE after it has been realigned as OPN BA5 through NAVFAC. Funds other than Navy funds (e.g. DERF) can be used to buy CESE as long as the original appropriation for those funds allows it. Doesn't mean the equipment can't be bought using other money – it means that this money needs to be turned into the "right color money" - and that means coordinating through NAVFAC. Regardless of the fund source, CESE remains centrally managed; as such, an IO is required as authorization to procure. Whether equipment is CESE or not is determined by NAVFAC, and interpreted by the two TEMCs. If you have any questions about this, please call your TEMC representative who should be able to clear up any questions.

There is a lot of good information contained in these pages, and still more on our website…be sure to visit often. Remember that this and previous editions of Shop Talk are also available on line.

2003 NAVY TRANSPORTATION CONFERENCE

Becky Fraley (PACDIV TEMC)

It's that time again! Well, not quite, but it soon will be and we thought you might want a "heads up" about the location and dates (for planning purposes) before the official letter comes out in the next few months.

PACDIV TEMC will be hosting this year's Navy Transportation Conference in Portland, Oregon on June 23 and 24, 2003. Registration will be done on June 22, 2003. As we have done in the past, to minimize travel costs, our conference will be held in conjunction with GSA's Interagency Motor Equipment Advisory Council's (IMEAC) biannual national conference. IMEAC is scheduled to begin registration on June 24, 2003 and their conference will run through June 25 and 26, 2003. If you are going to attend IMEAC, don't forget the cost is $250 until May 27 and then it goes up to $350, so register early!

The Navy Transportation Conference will be held at the Portland Lloyd Center DoubleTree Hotel. We have reserved 100 rooms for our attendees. Please call 1-800-996-0510 and identify yourself as being with the Navy Transportation Conference in order to receive the government rate of $91.00. The IMEAC conference will be at the Convention Center located two short blocks from the hotel.

There is a train (MAX Red Line) that runs from the Portland Airport terminal directly to the hotel and the cost is $1.55 each way. Luggage is easy to load because the train has low-floor cars. The train runs every 15 minutes from 5 a.m. to 11:30 p.m., seven days a week. Once inside the city, the MAX train is **free** for traveling all over the downtown area, so a rental car is not necessary (a big cost-saver!). Something else to consider, parking is very limited downtown and fees average $12-$20 per day.

We highly encourage you to attend this conference as it will be providing you with new updated information for the FAST report, Executive Order 13149 compliance by the Navy, and mandatory Weight Handling Equipment requirements. This conference is a must for anyone involved in the management of Navy transportation.

Don't forget to watch for our official conference letter (more like a package!) coming out to you soon and get your registration forms back to us as quickly as possible.

COMMUNICATION…

(Dianne Courtney)

...is the key to success. The ISSA between the Navy and GSA for the conversion of the Navy's light fleet of non-NWCF vehicles states, "The vehicles consolidated in each year of the phase-in will be replaced at a minimum rate of 20 percent per year over five (5) years (provided they meet GSA replacement standards)." We recommend to our activities that they convert in the August to October timeframe. GSA does their buying no later than November of each year. The timing of the conversion impacts the timing of receiving replacement vehicles.

We had an activity convert in October 2001 (early FY02). The GSA Fleet Center told them they had to be converted for a year prior to receiving replacements, therefore, they would not receive any replacements in FY02.

They called their activity rep in our office asking for help. Since this was the first time we had heard of the one-year waiting requirement and since they were going to be the only activity we had that did not receive replacements in a timely manner, we questioned the validity of this stated requirement. A few telephone calls between the TEMC and the GSA Region and all was settled. We were told the particular Fleet Center had misinterpreted policy. A buy went in for some vehicles for the activity and…everyone lived happily ever after.

Moral of the story: If something just doesn't seem right, please call us. We are here to help. We enjoy talking to each and every one of you.

CAN THE NAVY USE VANS FOR TRANSPORTING STUDENTS?

(Patrick Flaherty)

Recently questions have been asked if it is necessary to use a school bus to perform school transportation functions at the activity.

According to the U.S Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Office of Vehicle Safety Compliance, federal regulations define "school bus" as "a bus that the Secretary of Transportation decides is likely to be used significantly to transport pre-primary, primary, and secondary school students to or from school or an event related to school." **49 USC Section 30125 applies.** A school related event is "any activity sponsored by a school, whether on or off the school grounds, including transportation between home and school, sports events, band concerts, field trips, and competitions such as debate or chess tournaments." Federal statute prohibits the sale or lease of 12 and 15 passenger vans to schools or any activity planning to perform this function.

NHTSA, U.S. Department of Transportation states, "It is a violation of federal law for any person to knowingly buy, sell, or lease as a school bus any new vehicle that does not comply with all Federal Motor Vehicle Safety Standards (FMVSSs) applicable to school buses." **49 USC chapter 301 applies**. NHTSA regulations require any vehicle with a capacity of more than 10 people sold or leased for use as a school bus to meet the safety standards applicable to school buses. In 1974 Congress directed NHTSA to establish or upgrade bus safety standards in seven areas.

- Emergency Exits
- Interior occupant protection
- Floor strength
- Seating systems
- Crash-worthiness of the body and frame
- Vehicle operating systems
- Fuel systems

In the legislative history of the 1974 school bus safety amendments, Congress stated that school transportation should be held to the highest level of safety, since such transportation involves the Nation's most precious cargo, children who represent our future.

The school bus requirements do not apply to the transportation of post-secondary school students such as college students, adult education participants, or post-high school vocational students. The school bus requirements also do not apply to religious instruction such as Sunday school or catechism students, athletic teams that have no connection with a school, or to children in custodial facilities such as day care centers.

These are Federal requirements; a State may impose more stringent standards then Federal standards for vehicles obtained for the State's own use. No matter what the mission, remember the transportation motto "Safety First." Please check with your local Department of Motor Vehicles and your State Police for any additional requirements.

For more information on National Highway Traffic Safety Administration on-line please note; WWW.NHTSA.DOT.GOV. This will also give up-to-date information on ever changing highway traffic safety.

RESPONSE and CLEAN-UP VEHICLES

(June Heninger)

Hazardous material (HAZMAT) response vehicles, SWAT response vehicles, command post response vehicles, and HAZMAT clean-up vehicles are included in CESE central management.

Response vehicles have been assigned equipment code (EC) 0727-0H for HAZMAT, EC 0727-0S for SWAT, and EC 0727-0C for command post. EC 0728-00 is assigned for the HAZMAT clean-up vehicle.

If you have any questions concerning these vehicles, please contact your activity rep. TEMC personnel and their telephone numbers are identified elsewhere in this newsletter.

ENGINE DECARBONIZATION

(Barry Shpil from NAVFAC Headquarters provided this NAVFAC Technical Bulletin)

This TB is issued to inform Navy fleet managers of the potential benefits of incorporating engine decarbonization into gasoline and diesel engine preventive maintenance schedules. While there are various products and methods available to perform this service, commonly claimed benefits include increased horsepower and efficiency, and simultaneous decrease of emissions and maintenance man-hour requirements. An evaluation of this process by the Air Force's Management and Equipment Evaluation Program (MEEP; project # H89-49) indicates that engines receiving the decarbonization treatment showed an increase in road horsepower, and a decrease in exhaust emissions. The MEEP report stated that when compared to the most common method of removing injectors to clean carbon, the use of a decarbonizing machine should provide a definite savings in out-of-service time and repair costs, because the vehicle's injectors can be cleaned in about 45-60 minutes while still in the engine block.

Many commercial facilities advertise decarbonizing service at about $80 per treatment; procurement costs for decarbonizing machines begin at $2500-$3000. Specific claims of service providers and product manufacturers include cleaning of gum and varnish deposits from intake runners, intake valves and combustion chambers, restoration of engine performance, fuel economy and horse power, and lower tailpipe emissions.

Activity vehicle fleet managers should evaluate the various processes and products available on the market to conduct engine decarbonizing and consider incorporation into local preventive maintenance programs, consistent with manufacture maintenance recommendations and warranty requirements. Since some processes for removing carbon can be detrimental to prolonged engine life, products/processes under consideration for use in removing carbon should be thoroughly evaluated prior to implementation.

This TB advisory pertains to Navy-owned vehicles only; decarbonization should not be performed on GSA or commercially leased vehicles without the express written consent of the lessor.

AUTOMATIC TRANSMISSION FLUID (ATF) EXCHANGE

(Barry Shpil from NAVFAC Headquarters provided this NAVFAC Technical Bulletin)

This TB is issued to inform Navy fleet man agers of the potential benefits of incorporating automatic transmission fluid (ATF) exchange (a.k.a. "flush and fill") systems into preventive maintenance schedules. While there are various products and methods available to perform this service, commonly claimed benefits include a more thorough system flush, reduced maintenance man-hour requirements, and spill-free fluid changes, while reducing both the amount of new fluid purchased and the amount of waste fluid introduced into the hazardous waste stream. An evaluation by the Air Force's Management and Equipment Evaluation Program (MEEP; project #T96-59A) indicates that commercially available flush and fill systems perform exceptionally well on all vehicles, and provide an effective way to completely change transmission fluid, including fluid trapped in lines, in the torque converter, and in the transmission cooler. In addition, used fluid is removed via the dipstick tube prior to removing the transmission pan, which minimizes the potential for spills. While the exchange machine's on-board evacuation pump captures used ATF and transfers it to storage holding tanks, it can also be utilized to evacuate fluid from other housings (such as master cylinders, steering boxes and power steering pumps), thus increasing efficiency and reducing the potential for spills.

Many commercial facilities advertise ATF services starting at under $30 for simple drain and refill service, to $89 for a complete flush and fill service. Procurement costs for flush and fill machines begin at under $2000. Activity vehicle fleet managers should evaluate the various processes and products available on the market to conduct ATF flush and fill services, and consider incorporation into local preventive maintenance programs, consistent with manufacture maintenance recommendations and warranty requirements.

This TB does not pertain to GSA or commercially leased vehicles, unless the Navy is responsible for the maintenance of those vehicles.

USE OF OF TOBACCO PRODUCTS IN GOVERNMENT VEHICLES

The General Services Administration (GSA) issued the following bulleting regarding the use of tobacco products in motor vehicles owned or leased by the federal government.

This bulletin provides guidance to Executive agencies concerning the use of tobacco products in motor vehicles owned or leased by the Federal government. Other Federal agencies are also encouraged to consider this guidance.

In 1993, the General Services Administration (GSA) Fleet Program prohibited the use of tobacco products in GSA Fleet vehicles because of the potential health hazards associated with the use of these products and the negative residual effects of tobacco use on GSA Fleet vehicles.

The Federal Fleet Policy Council (FEDFLEET) comprised of national level Federal agency fleet managers requested GSA's Office of Governmentwide Policy, Federal Vehicle Policy Division (MTV) to develop a recommendation regarding the use of tobacco products in motor vehicles owned or leased by the Federal government. Many agencies already prohibit the use of tobacco products in their vehicles; therefore, FEDFLEET recommended a policy that would apply to the entire Federal fleet.

Agencies are encouraged to:

a. Prohibit the use of tobacco products in motor vehicles owned or leased by the Agency.

b. Begin discussions with employee unions and organizations if required by union agreements to prohibit the use of tobacco products in such motor vehicles.

c. Develop appropriate policy regarding disciplinary action to be taken against employees violating this prohibition.

NEW EQUIPMENT CODES

(June Heninger)

What do you think of those crew cab compact pickup trucks you see on the street, like the Ford Sport Trac, Chevrolet S10, or Dodge Dakota? Nice, aren't they? Can we buy them, and if so, how do we code them in CASEMIS? Yes, we can buy them through the OPN buy. NWCF activities also have the option of buying these trucks. There are some new equipment codes (EC) established in CASEMIS to identify these specific vehicle types. EC 03270C is a 4X2 compact crew cab pickup truck and EC 03550C is a 4X4 compact crew cab pickup truck.

For activities that receive replacement vehicles through the OPN buy, remember when completing your biennial requirements review to annotate these codes.

For NWCF activities using CBC Port Hueneme as their procuring office, use these codes on your request.

For activities receiving GSA Fleet vehicles, when coordinating your replacement vehicles with your Fleet center, request standard item number (SIN) 61E for a 4X2 Ford Sport Trac, SIN 62E for a 4X2 Dodge Dakota, SIN 66E for a 4X4 Chevrolet S10, SIN 67E for a 4X4 Ford Sport Trac, and SIN 68E for a 4X4 Dodge Dakota.

INVENTORY OBJECTIVE (IO) CHANGES FOR FIREFIGHTING APPARATUS

(Al Lundy)

Over the past year or so, the management of fire fighting equipment has taken a dramatic shift. Gone are the days of having a fire marshal directly assigned to the Atlantic Division, Naval Facilities Engineering Command, within a finger's reach, to coordinate adjustments in fire truck requirements. The program in its entirety will continue to be headed up by the Naval Facilities Engineering Command (NAVFACENGCOM) Director of Navy Fire and Emergency Services. Additional personnel are currently being recruited; these individuals will be located in Washington and will work directly for the Director. When an adjustment in fire apparatus is required, the request should be routed to the Transportation Equipment Management Center via the NAVFACENGCOM Director of Navy and Fire and Emergency Services for endorsement. As a result, NAVFACENGCOM will review the request and then provide its approval or disapproval for the IO change. For information, the TEMC will also work with the Director of Navy and Fire Emergency Services to identify and redistribute excess firefighting equipment. Your TEMC representative is available to assist on any fire truck matter and should continue to be your first point of contact. Questions regarding the above process may be directed to Al Lundy, DSN 262-4016 or commercial 757-322-4016.

Tech Site....

AMBULANCES – DUAL REAR WHEEL TIRE INFLATION

(John Bennett)

The following are reprints of a Bridgestone/Firestone mailing to EMS organizations dated May 1, 2002. The letter emphasizes the importance of maintaining correct tire inflation on ambulances with dual rear wheels and recommends their "Best Practices" modification. Our thanks go to Mr. Bruce Pierce at NAVHOSP Cherry Point for sending us this information. Bruce says he had the modification performed on five ambulances for an approximate cost of $90 per ambulance and it was "well worth the investment."

Over the last twelve months, Bridgestone/Firestone has been contacting as many EMS organizations as we can about the importance of maintaining their vehicles' tire inflation.

In our surveys, we have found an unacceptable percentage of ambulances with underinflated tires. We also found conditions where the tire inflation could not be checked because of inaccessible valves on dual rear wheel positions. The paramedics and ambulance operators have enough to be concerned with in their day-to-day activities than to be concerned with the performance of their tires.

Attached you will find Bridgestone/Firestone's recommended 'Best Practices'. Both have been distributed to address tire and air pressure maintenance on EMS vehicles.

Please review this material and work with your local tire dealer to adopt these recommendations if you currently do not have them on your vehicles. These modifications will make a successful inflation program easier to maintain and will help ensure the safer operation of your vehicle's tires.

Best Practice for Tire/Wheel Assembly of Dual Wheels

For Ease of Air Inflation Maintenance

Background: Air carries the load, not the tire. Dual wheel configurations are difficult, at best, to check for air pressure. Wheel covers with small hand holes make checking the tire pressure more difficult. In most cases, the only way to check the pressure is to pull the wheel covers.

Objective: Configure a system, which will allow for easy and accurate checking of air inflation pressure.

Valves: Ford and GM vehicles come with wheels that have rubber **snap in valves**. These valves have been found to become cocked and leak when used with extension hoses. Recommend: Replace the **rubber snap in valves** with **clamp in tubeless metal valves**.

Extension Hoses: To overcome the handicap of the small hand holes in most wheel covers the use of **extension hoses** are recommended. To minimize the potential for damage to these hoses, those with stainless steel braided protective covers would be preferred.

There are numerous ways the hose extensions can be secured on the outside of the wheel:

1. Fastened under the lug nut.
2. Mounting brackets attached to the aluminum wheel cover
3. Clamped onto the rim.
4. Spring or sheet metal brackets which attach to the hand hole. The more secure the outside ends of the extension hose are, the better the system will work. We strongly recommend either item 1 or 2 above to achieve a secure attachment.

Valve Caps: In any operation, the valve cap is essential to protect the valve core and to prevent foreign material (water, dirt, etc.) from getting into the assembly. The disadvantage of most valve caps is that you must remove them to check the air pressure and the, if you have not lost it, to put the cap back on. Note: Never use the **plastic valve caps**, as they **do not** have any internal seals to prevent air loss or dirt and water migration into the valve needle.

The **V2B** inflate through the valve cap is a **double seal valve cap** which allows for pressure measurements directly without the need to remove and replace it (Attachment #4).

Note: Most tire dealers and/or automotive part suppliers can assist you in obtaining these components.

Any time you can make pressure checking simpler, you increase the likelihood that the checks will be made and that your inflation maintenance program will be successful.

I hope that this information will be helpful to you as you specify the vehicle requirements on units you are maintaining in your fleet.

If you have any further questions, please contact us at: www.trucktires.com or 800-847-3272

PEOPLE AT THE TEMC

DAYTON RUMBOUGH

Dayton's federal career started in 1975 at the Charleston Naval Shipyard. Beginning as a heavy equipment mechanic, Dayton moved on to a shop scheduler in 1976. In 1977 Dayton joined the NAVFAC family by transferring to the Transportation staff at WESTDIV in San Bruno, California. Dayton's career has included positions at four NAVFAC Engineering Field Divisions, WESTDIV, CHESDIV, PACDIV and currently LANTDIV. Dayton was also loaned to Headquarters, NAVFAC to work on reviewing and rewriting the CA policy and procedures guide. Dayton also has field and management experience that includes serving as Transportation Director for two Naval Air Stations, NAS Bermuda and NAS Atsugi, Japan and the Transportation Super indent at the Public Works Center, Yokosuka, Japan. Departing from the Navy in 1997 for four and half years, Dayton served as the Florida State Manager for another federal agency, General Services Administration, GSA Fleet.

Dayton is a graduate of the NAVFAC LDP Program, a University of Hawaii Business graduate, and has served on various Professional Councils/Organizations, i.e. Gold Coast and Space Coast Clean Cities Board of Directors, President of Federal Managers Association (Bermuda), President of Federal Government Accountants Association of Tokyo. Dayton is participating in the HHS Federal Logistics Team, Fleet Manager Certification focus group and has also lead several focus groups addressing Rightsizing a Fleet Operation, Reengineering Fleet Competitiveness, and Fleet Service Representatives Training Needs. Dayton holds several professional certifications, i.e. Certified Private Fleet Manager, Contracting Officer's Procurement and Disposal Warrant, and Hazardous Waste Management Officer. Dayton is also a member of the Federal Logistics Team, Automotive Society of Engineers, Automotive and Truck Maintenance Council, and the DOD Model Installation Team. Dayton with his wife, Theresa and son Damian are strong supporters and active participants in local volunteer programs. Theresa and Damian were recognized by Community, Church and School leaders for their achievements and were awarded Letters of Appreciation, a Letter for Governor of Florida, and a Community Service Scholarship (Damian). As a result of Dayton's involvement with community service projects i.e. Angel Tree, Jesse Tree projects and the Good Works Programs, Dayton received an honorary ambassador title of Colonel from the Gov. of Kentucky, Paul E. Patton.

LEASE OF GSA VEHICLES TO THE NAVY

A letter was recently signed out by CNO to document current partnering efforts and to provide guidance for the lease of GSA Fleet vehicles to the U.S. Navy.

The Navy is dedicated to meeting the Alternative Fuel Vehicle (AFV) requirements of the Energy Policy Act (EPAct) of 1992, 42 U.S.C. 13201 and Executive Order 13149 of 21 April 2000. To help achieve these requirements, the following guidance is provided for leasing non-tactical light duty vehicles to Navy activities.

Ethanol (E85) vehicles will be provided when that type of vehicle is available from the manufacturer and is consistent with customer requirements, unless a CNG dedicated or bi-fuel vehicle has been requested.

Compressed natural gas and liquid propane powered vehicles (dedicated or bi-fuel) will be provided only when requested by the customer.

A non-AFV will be provided only when a type of vehicle requested by the customer is not available and a written waiver is provided as required by CNO (N4) memo of 28 April 1999.

GSA has been requested to allocate the incremental cost of purchasing AFVs across the entire Navy fleet of non-tactical light duty vehicles. Beginning in FY03, GSA is authorized to apply a $5.00 per vehicle per month surcharge to the entire fleet of non-tactical light duty vehicles leased for use in the 50 United States by Navy activities. This rate is based on the projected cost differential of planned AFV purchases for Navy activities and will remain in effect until modified or deleted by this office. The funds collected will be used to pay incremental acquisition costs of AFVs procured for Navy activities.

BEST PRACTICE TIP
"Mileage Accrual Management"
(Dayton Rumbough)

This article is written to heighten the awareness by Vehicle Managers and/or Administrators to maintain a competitive edge operating federal fleets. The goal is maintaining the fleet at the lowest possible costs while retaining a high level of service standards. By optimizing mileage accrual methods to explore options and alternatives in achieving an average mileage during a vehicles life cycle, government fleets will not have extreme low or high mileage vehicles at the time of a lease termination or vehicle disposal.

Automotive fleet operations must be "managed" not just "operated." Uncontrolled costs and serious over-fleeting or under-fleeting vehicle inventories occur when they are merely operated. Managing a government vehicle fleet presents an array of problems not usually encountered in typical private sector fleets. Unlike the private sector, government fleet drivers tend to accumulate mileage at widely varying rates. Federal vehicle fleet management must equalize these accruals as much as possible. Lack of mileage accrual management has resulted in cases of 2 – year old sedans with 80,000 miles on the odometer, while a 3 – year old sedan in the same class shows 5,000 miles on the odometer.

The most important aspects of managing fleet operations are knowing exactly what the fleet is doing at all times. Effective fleet managers must have answers to questions; What is the average miles per month on any vehicle in his/her fleet? Which vehicles are running behind miles? Which ahead? Which vehicles will need to be replaced in the coming fiscal year? How many vehicles are in his/her fleet? Failure to know what is happening in the fleet leads to disenchantment of top management.

This article can serve as a field reference and used in the daily work when implementing cost effective principles. Important ingredients of applying mileage accrual management practices and procedures are fact finding, analysis, alternative selection, and communication to ensure the proper application of these principles.

Maximum use of the fleet vehicles spreads costs over more miles therefore reduces the per-mile cost. By placing low-mileage vehicles in high-use situations equipment life cycle costs stabilize and cost predictability is consolidated into a smaller, more manageable frame of reference. Devoting attention to a smaller number of problems allows us to devote more time to each problem, increasing the probability of cost-effective solutions. Vehicles the same age, class and similar mileage generally experience similar cost patterns, allowing trends to be easily identified and tracked. End results for you, is a modern fleet and a lower operating budget for your agency through competitive rates!

Change is necessary for mileage accrual management to occur. Change costs money. Will the cost of change be recovered in the savings resulting from it? If so, it is worth implementing.

The application and implementation of this principle in today's stress environment takes skill. A skill each Transportation Manager should posses.

The execution your plan should be strategically phased in over a 5 – year period. The initial or first year being the most difficult due to "start from scratch" approach. The approach requires establishing a measurable baseline, analysis, and communicating the mileage accrual management practice to fleet personnel and to your vehicle users/customers. Out years should not require the labor intensive research and educating the users/customers spent in the initial startup year.

Benchmarks should be set at the onset of execution of this best practice. Performance measurements should be based on percentages of accomplishments derived from the benchmark baseline.

Good Luck! Your TEMC Representatives are a quick telephone call or an e-mail away for assistance.

KEEPING IN TOUCH

You can call an individual at the TEMC direct by dialing the extensions listed below preceded by (757) 322-XXXX. If the person you are calling is not available, you can leave a a message on the voice mail. If you don't want to leave a message or need to speak with someone immediately, you are directed to press a "0" and the call is answered at a central location. If you have any problems reaching anyone, our main number is (757) 322-4000. You can also reach us by email at the following addresses.

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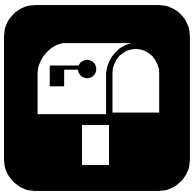

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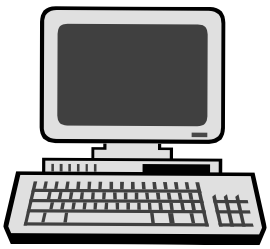

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